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INDEPENDENT IN ALL THINGS, NEUTRAL IN NONE.

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PLAIN JOBBERY

Chicago Taxpayers to Be Robbed of Twenty-five Millions of Dollars to Help "Good Roads" Trust

Chicago taxpayers are to be robbed blind in the interest of "good roads" in other parts of the State of Illinois. The road builders are putting up a job to saddle \$50,000,000 on the taxpayers to carry out this scheme of theirs and Chicago sits supine and permits itself to be robbed in the interest of the cement and macadam trust. Oscar E. Hewitt, who is generally wide awake, writes in the Herald on the subject as follows:

"Of course taxes will be increased. The bonds must be paid, also the interest, but if the issue is authorized one county will pay more than two-fifths of the bonds and interest. That county is Cook. It must settle more than 40 per cent of the expense. The remainder of the burden will fall upon the other 101 counties, which will probably get twenty-nine-thirtieths of the expenditures and road construction."

"That Cook County should bear so large a part of the expense and receive so little of the benefit is highly inequitable, yet there have been no local complaints of the program to date. If there are any, they will probably be disclosed this evening."

"The bonds will, perhaps, be paid from auto licenses and taxes, although probably confined exclusively to the latter. Owners of autos in Cook County pay about 42 per cent on machines in the state. Of the state taxes, Cook County pays a like percentage. The property valuations in Cook County are 44.8 per cent of the total of the entire state, according to the 1915 report of the state board of equalization—the 1916 report has not yet been put out."

"The valuations in half a dozen counties show the sharp comparison between Cook and some of the other larger counties."

"The total assessed valuation of the state is \$2,499,311,888. The following table shows the valuation in

selected counties and the percentage each valuation is of the state total:

County	Valuation	Pct.
Cook	\$1,119,850,768	44.80
McLean	41,832,549	1.68
Peoria	40,118,873	1.605
La Salle	38,787,190	1.55
Sangamon	38,637,523	1.545
Vermilion	36,490,651	1.47

"City and town property and the railroads will pay more than half of the expense which will be of enormous value to the farm lands. Town and city lots will pay 42.1 per cent, the railroads 8.6 per cent, personal property 21.4 per cent and farm lands 27.9 per cent."

CITY GAS STANDARD

Chicago's gas standard for the next five years has been fixed by the aldermanic committee on gas at a heating power of 565 thermal units and a lighting power of nine candles. The present standard is 600 thermal units and twenty-two candles.

The new standard was adopted by the votes of Aldermen Merriam, Cross, McNichols, Bowler, Wallace, O'Toole and Rea. It was opposed by Aldermen Block, Lawley and Utpatel. The issue was the lighting power requirement which was advocated by the committee's expert, E. W. Bemis. He declared the lighting power which the company's representatives declared their intention of furnishing was to be only three to six candles and that would not be enough.

The committee also adopted three motions made by Alderman Merriam and providing that:

"No further changes shall be made in gas standards without a corresponding change in rates."

"No ordinance shall be recommended for passage which does not include a provision compelling the gas company to keep its records open for inspection by the city's representatives at all times."

"The right of the city to fix gas

rates must be conceded by the gas company."

The committee further empowered Expert Bemis to confer with William G. Woolfolk and other gas company representatives regarding the prices to be charged for gas during the ensuing period. Mr. Woolfolk told the committee the reduction in the heating standard was satisfactory to the company, but not the reduction in lighting power. He said the company was opposed to the fixing of any candle power requirement.

FOOD INQUIRY IN CHICAGO

President Wilson's nation-wide order for an inquiry into the present high cost of food stirred Chicago representatives of the federal secret

SAVE CARROLL AVENUE

City Council Should Defeat Ordinance Giving It Up to Railroad Tracks.

The City Council should defeat the proposed ordinance permitting the laying of railroad tracks on Carroll avenue.

The main ordinance comes from two railroad companies which ask permission to lay their tracks in Carroll avenue for a distance of six blocks. Their reply to the argument that such use should not be made of a public street is that Carroll avenue is a "stub" end not much used by vehicles.

But the aldermen are just as much interested in what might be called subsidiary ordinances sought by owners of property which would be benefited by the proposed tracks. The owners seek permission to run spurs into their property for their own use. In this connection the aldermen cite an unwritten rule that such privileges are given only for the benefit of industries already in existence, while most of the property in this case is unoccupied.

SANITARY DISTRICT FEARLESS

"With our own police power we can take care of any situation that might arise," Trustee George W. Paullin, of the sanitary district of Chicago, said in speaking about the vigilance ordered to protect the drainage canal from any possible act of cranks.

"Adj. Gen. Frank S. Dickson had a conference with me at his request on

NEW CITY MARKET

South Water Street Congestion to Be Relieved with Great Fruit and Vegetable Mart on South Side.

The City Council news in this edition of the Eagle gives the gratifying information that a new fruit and vegetable wholesale terminal market, which is expected to relieve the congestion of South Water street and incidentally assist in reducing the cost of foodstuffs in the south and west sides, was recommended by the council local industries committee.

The committee reported out an ordinance authorizing the Santa Fe railroad to establish the terminal in the district bounded by Eighteenth street, Blackwell street, Archer avenue and the river. By the terms of the measure the city turns over to the railroad intervening streets and alleys amounting to about six acres and receives in return three and one-half acres, together with approximately \$200,000 in compensation.

A feature of the plans is the opening of Blackwell street so as to afford a new north and south connection in that section of the city. Blackwell street, near Eighteenth street, is

R. E. Blackwood, secretary of the Civil Service Reform Association.

Mr. Blackwood was accused as a "double crosser" and a "bunk professional reformer" and also of being in league with President Sergel. Blackwood had asked permission to appear in support of his legislative bill for civil service in the Sanitary District.

"I told him it would take us two months to prepare for civil service," said Trustee Paullin. "and here he double crosses us and goes before the legislature with a bill without consulting us. I suppose he and President Sergel got together on this bill. Blackwood is a professional bunk reformer."

"I don't want any controversy with Trustee Paullin," said Mr. Blackwood. "The bill has the endorsement of several civic organizations."

GOV. LOWDEN'S CONSOLIDATION BILL

Governor Lowden's Consolidation bill is going to win out in the legislature. According to its provisions about 100 commissions and boards would be consolidated into nine departments.

In the final session of the committee, which lasted until after midnight, important changes were made in the original draft. Three of the principal boards, while placed in department divisions, hold their individuality without supervision by the department director. This was done because of some doubt as to the legal points involved. The three boards are: Public utility commission of five members, regulating public service corporations; industrial commission, handling the administration of the workmen's compensation act, five

members and the state mining board, which inspects mines and directs administration of mining laws, three members.

Elected state officers, such as auditor, treasurer and secretary of state, would be taken from the supervision of the director of finances.

The maximum salary for a director was made \$7,000 on motion of Mr. Shurtleff. This figure was fixed because of the fact that some of the elected state officers do not receive more than \$7,500 a year. However, there is a move on foot in the senate to raise the salaries for directors by providing a \$10,000 salary for all elected state officers except the lieutenant-governor, whose salary, it is said, should be raised to \$5,000 a year from \$2,500. Some of the senators insist the right kind of men cannot be attracted by a salary of less than \$10,000. The governor's salary is \$12,000 a year.

JUDGE SCULLY'S COMMISSION

The citizenship commission appointed by County Judge Scully has voted to recommend a general registration once every four years instead of every two years, as at present. If the legislature adopts other recommendations it is possible a saving of \$400,000 may be made next fall. Provision is made for registration in off years at the offices of the election commissioners and at four offices to be opened in each ward. The commission urges a separate ballot for presidential electors, removal of the requirement that voters state their ages and abolition of the mandatory provision that each precinct shall have not to exceed 300 voters.

IN THE CITY COUNCIL

Important Public Business Before the Chicago Board of Aldermen

The fruit terminal ordinance of the Atchison, Topeka and Santa Fe Railway was recommended for passage by the council committee on local industries.

The measure contemplates the construction of a new terminal, with switch tracks and auction-house in the region between Eighteenth street and Archer avenue west of Clark street. The estimated cost of the improvement is \$1,500,000.

Six acres of city property are to be vacated, most of it being streets now blocked by switch tracks. In return for this land the Santa Fe will turn over three and one-half acres of property. The improvement contemplates a viaduct on Blackwell street to be built by the company at a cost of \$400,000 that will afford another north and south thoroughfare between Eighteenth street and Archer avenue.

The scheme has been worked out so as not to conflict with the Chicago plan, and when the river is straightened it will give another north and south artery.

The ordinance has been referred to the compensation committee to decide how much money the railroad must pay for the vacation of property. According to Alderman Fisher, chairman of the local industries body, the company will have to pay about \$200,000, in addition to building the viaduct between Eighteenth street and

Archer avenue. The ordinance calls for completion of the project within two years.

A subcommittee of the gas, oil and electric light committee directed that an ordinance providing for the removal of all overhead telephone, telegraph and electric light wires be drawn by the corporation counsel.

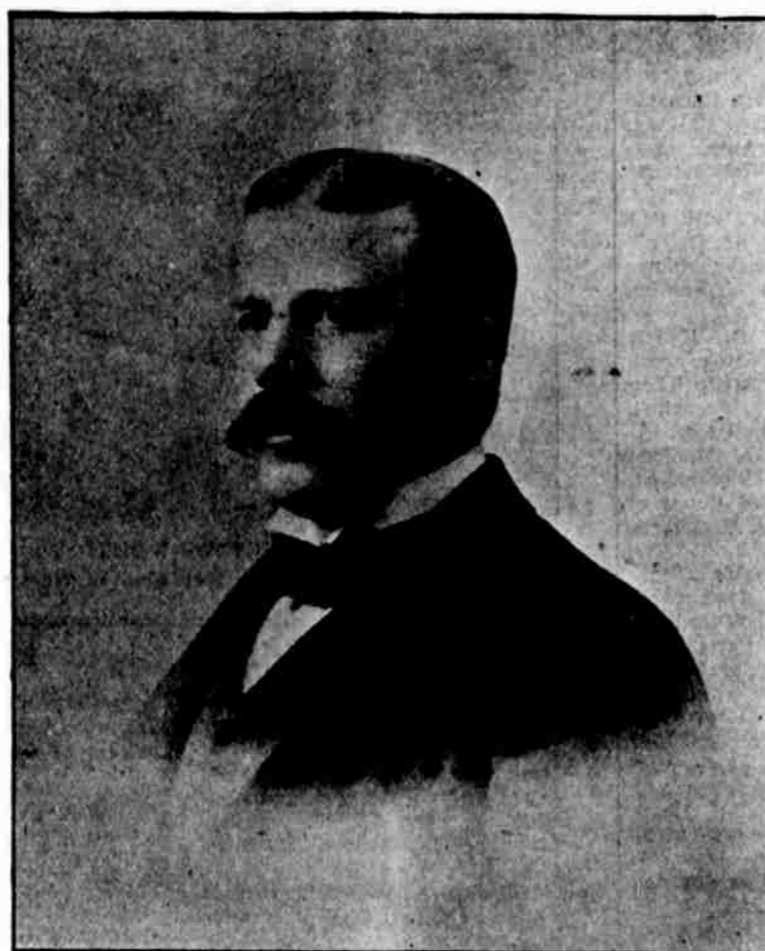
The ordinance provides for the removal of all wires with the exception of street car trolley wires and includes those of the sanitary district.

Representatives of the drainage board objected to this on the ground that it would cost \$400,000 to run its wires in the ground, but inasmuch as it will cost the city \$200,000 to remove its own wires the subcommittee voted for the ordinance.

A bill to remove the twenty-year limit on street railroad franchises was considered by the council committee on local transportation. The tentative proposition is to ask the legislature at Springfield for an amendment raising the maximum period from twenty to fifty years.

So long as the twenty-year limit is on the books, the aldermen say, the proposed consolidation of the surface and elevated lines cannot progress beyond the conversational stage.

The legislation to be asked at Springfield will be in conformity with the scheme recently unfolded by Walter L. Fisher, special counsel. This is based on a thirty-year franchise, subject to the city's right to purchase at any time, with the privilege of a twenty-year extension if the city does not take over the property at or before the expiration of the thirty-year period.



FRANCIS STUYVESANT PEABODY.
Public-Spirited Citizen and Leader in the Financial and Business World.

service. Agents began preliminary work in the investigation which will seek to trace each staple from the time it reaches the city until it goes into the home of the consumer in order to fix each addition to the original price.

Representatives of the department of agriculture and the federal trade commission are expected to arrive in Chicago soon to take charge of the inquiry which will have its center here. Henry T. Rainey, representative in congress from Illinois, has suggested calling on leading bakers and others in the inquiry.

A charge that bankers, warehouse owners, speculators and food manufacturers are in collusion to keep up prices will be looked into. The assertion that the railroads are neglecting to provide additional equipment will also be investigated, it is said.

Saturday, at which he merely wanted to know what precautions we had taken to guard the various works of the canal. I assured him our police force would be ample to afford protection.

"We have merely directed our police to use particular vigilance to prevent possible acts by cranks. We have not put on any extra men."

Registrar Joseph F. Haas has announced the appointment of Edgar H. Parnell as chief examiner of titles in the Torrens office. Mr. Parnell has been one of the examiners in the office since 1911. Letters were received by Mr. Haas from J. F. Hecht, chairman of the Torrens committee of the Cook County Real Estate Board; Louis A. Seeburger, a former president of the Chicago Real Estate Board, and others expressing strong approval of the appointment.

now occupied by tracks and shops of the N. K. Fairbank company, and it is proposed to extend a viaduct south from Eighteenth street. In the event the river is straightened it will be possible, according to the engineers, to open two other north and south streets in that neighborhood.

The most active opposition to the ordinance came from the Fairbank company, which claimed that the viaduct would damage their property. Their claims were reviewed by John F. Wallace's terminal commission and the conclusion was reached that the demands of the company were not justified in view of the doubtful legality of their occupancy of Blackwell street.

President Sergel was absent from the meeting of the Sanitary District board and Trustees Wallace G. Clark and George W. Paullin "landed" on

Illinois is close to a referendum vote on state-wide prohibition, with the men and women voting on even terms. The Senate has so decreed.

The house, as established by a close poll, is one short of the necessary seventy-seven votes required to pass the bill. The vets claim they have eight majority. Two of their claimed supporters went into the dry camp. The elections committee dismissed four contestants. One of these came from the Galesburg district, where former Representative Basel, a dry, seemed to have every right to a recount.

The wet majority kicked Basel's case out of court and strong condemnation has been heard, followed by renewed tactics on the part of the dries that may transform the claimed wet majority in the house to one that will submit the bill to a referendum.

Chicago's board of education difficulties held the legislative spotlight. In the senate, after a sharp debate, Senator Baldwin's bill, divorcing the board of education from the city council, and eliminating the latter from all participation in school board affairs, beyond the confirmation of the trustees, was reported favorably. Senator Hull voted in the negative against a favorable report.

Representative Carl Mueller of the Lake View district in the house introduced a bill brought to Springfield by Ralph C. Otis, one of the members of the board.

The Otis bill creates a board of eleven trustees, with terms of five years each, two members to be appointed yearly by the mayor with the confirmation of the council. The board elects its own officers. New statutory officers are a superintendent of education; a business manager and an attorney, each to head his own department, with a fixed term of three years each.

The board may acquire property by purchase or otherwise, without council approval; may erect all school

buildings; may issue bonds for the acquisition and construction of buildings; and may issue tax anticipation warrants up to 75 per cent of the total.

A board of three examiners is created to examine all applicants for teachers and certificates shall be granted gratuitously. Appointment and promotion of teachers is for merit only and after a probationary period of three years teachers' positions shall be permanent, subject to charges and trials.

Bankers from all sections of the state were in Springfield Tuesday afternoon to participate in the public hearing on the question of private bank legislation. The hearing was in the house under the direction of the committee on banks and buildings and loan associations. The private bank scandals in Chicago of recent date has aroused sentiment among the legislative leaders, who are agreed there must be a bill passed this session to place private banks under state supervision.

The bill introduced in the house by William G. Thon of Chicago and in the senate by Henry W. Austin of Oak Park will be the basis for a committee measure that is believed to be sure of passage by this legislature. For the last three legislature sessions efforts to put private banks under state supervision have failed. The Chicago scandals have changed the atmosphere on this subject and responsible private bankers have come to realize that something must be done. It is in this spirit the subject is approached this session.

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